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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
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OBLON, SPIVAK, MCCLELLAND, MAIER & NEUSTADT, P.C. 1940 DUKE STREET ALEXANDRIA, VA 22314			QUINONES, ISMAEL C	
		ART UNIT	PAPER NUMBER	
		2686	5	
DATE MAILED: 03/10/2004				

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)
	09/926,434	YAMAMOTO, TOSHIKUMI
	Examiner	Art Unit
	Ismael Quiñones	2686

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) Responsive to communication(s) filed on November 1, 2001.
- 2a) This action is **FINAL**. 2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) Claim(s) 1-23 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-23 is/are rejected.
- 7) Claim(s) 1,11 and 20 is/are objected to.
- 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 - a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17:2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) Notice of References Cited (PTO-892)
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date 3.
- 4) Interview Summary (PTO-413)
Paper No(s)/Mail Date: _____.
- 5) Notice of Informal Patent Application (PTO-152)
- 6) Other: _____.

DETAILED ACTION

Information Disclosure Statement

1. The information disclosure statement (IDS) submitted on November 1, 2001 has been considered by the examiner and made of record in the application file.

Priority

2. Receipt is acknowledged of papers submitted under 35 U.S.C. 119(a)-(d), which papers have been placed of record in the file.

Claim Objections

3. **Claims 1 and 20** are objected to because of the following informalities:

The use of the word “communicatable”, when communicable is meant.

Appropriate correction is required.

4. **Claim 11** is objected to because of the following informalities:

The relationship between the mobile communication terminal and the car mounted electronic device is unclear in terms of connectivity or communication means as it is cited on the claim: “A car mounted electronic device to a mobile communication terminal”, and taking in account the description of both artifacts on the remaining independent claims. Appropriate correction is required.

Claim Rejections - 35 USC § 102

5. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

6. **Claims 1, 7-8, 11, 16-19,** are rejected under 35 U.S.C. 102(e) as being anticipated by Chennakeshu et al. (U.S Pat. No. 6,542,758).

Regarding **claim 1**, Chennakeshu et al. disclose a mobile communication terminal (A mobile communication terminal such as a base unit or hand-held radiotelephone; *col. 3, line 66 thru col. 4, line 1; col. 2, lines 47-48*) communicable with a car mounted electronic device (A car mounted electronic device such as a control unit typically mounted on a vehicle, wherein interface modules provide communication between the mobile communication terminal and the car mounted electronic device; *col. 2, lines 30-31; col. 4, lines 60-62; Fig. 1; Fig. 2, item 32; Fig. 3, item 54*), said mobile communication terminal comprising: means for making radio communication with a mobile communication network via a first radio channel (Wherein the mobile communication terminal or base unit comprises a transceiver capable of establishing radio communications with a mobile communication network through a station located outside of the vehicle; *col. 4, lines 1-3; Fig. 2, item 34; col. 6, lines 7-8; Figs. 5-6, item 103*); means for making radio communication with said car mounted electronic device via a second radio channel (Wherein both the base unit and the control unit comprise transceivers/interface modules for establishing a radio communication link between

them; *col. 4, lines 22-23 and 60-64; Fig. 2, item 32; Fig. 3, item 54*); and information data transfer control means for transferring reception information data received from said mobile communication network via said first radio channel to said car mounted electronic device via said second radio channel (Wherein the control unit or car mounted electronic device comprise control logic for handling operations such as audio conversion, wherein said audio conversion comprise elements such as: a microphone for transmitting audio signals to the base unit subsequently conveying them to remote station outside of the vehicle; and a speaker for conveying audio signals received from a remote station outside of the vehicle to the control unit; *col. 4, lines 42-57; Fig. 3, items 48 and 50*), so that the reception information data is outputted from said car mounted electronic device (Wherein control passes to the control unit for ultimately outputting the information on said control unit; *col. 4, lines 42-57; Fig. 3, items 48 and 50; col. 6, lines 55-65*).

Regarding **claim 7**, and as applied to claim 1, Chennakeshu et al. disclose the aforementioned mobile communication terminal, wherein said reception information data is transferred under Bluetooth system (Wherein both the base unit and the control unit comprise transceivers/interface modules for establishing a radio communication link between them, said interface being a Bluetooth interface; *col. 4, lines 60-65; col. 6, lines 18-22*).

Regarding **claim 8**, and as applied to claim 1, Chennakeshu et al. disclose the aforementioned mobile communication terminal, further comprising means for receiving information data transmitted from the car mounted electronic device via said second radio channel; and means for transmitting said information data to said mobile communication

network via said first radio channel (Wherein the control unit or car mounted electronic device comprise a microphone for transmitting audio signals to the base unit through a local-area transceiver conveying them to remote station outside of the vehicle through the base unit transceiver/item 34; *col. 4, lines 42-57; Fig. 2, item 32; Fig. 3, items 48, 50, and 54*).

Regarding **claim 11**, Chennakeshu et al. disclose a car mounted electronic device communicable to a mobile communication terminal (A car mounted electronic device such as a control unit typically mounted on a vehicle, wherein interface modules provide communication between the mobile communication terminal and the car mounted electronic device; *col. 2, lines 30-31; col. 4, lines 60-62; Fig. 1; Fig. 2, item 32; Fig. 3, item 54*), said car mounted electronic device comprising: information output means for outputting information specific to the car mounted electronic device (Wherein the control unit or car mounted electronic device comprises output means such as display and a speaker; *col. 4, lines 42-44*); radio interface means for making radio communication with said mobile communication terminal via a radio channel (Wherein both the base unit and the control unit comprise transceivers/interface modules for establishing a radio communication link between them; *col. 4, lines 22-23 and 60-64; Fig. 2, item 32; Fig. 3, item 54*); and means for, receiving the information data transferred from said mobile communication terminal, and outputting the thus received information data from said information output means (Wherein control passes to the control unit for ultimately outputting the information on said control unit; *col. 4, lines 42-57; Fig. 3, items 48 and 50; col. 6, lines 55-65*).

Regarding **claim 16**, and as applied to claim 11, Chennakeshu et al. disclose the aforementioned car mounted electronic device, wherein said information data is transferred under Bluetooth system (Wherein both the base unit and the control unit comprise transceivers/interface modules for establishing a radio communication link between them, said interface being a Bluetooth interface; *col. 4, lines 60-65; col. 6, lines 18-22*).

Regarding **claim 17**, and as applied to claim 11, Chennakeshu et al. disclose the aforementioned car mounted electronic device, further comprising means for inputting information data of the car mounted electronic device (Wherein the car mounted electronic device or control unit comprises means for inputting information such as a keypad and a microphone; *col. 4, lines 42-46; Figs. 1 and 3, items 44 and 48*); means for transmitting said outputted information data to said mobile communication terminal via the radio channel (Wherein the control unit or car mounted electronic device comprise a microphone for transmitting audio signals to the base unit subsequently conveying them to remote station outside of the vehicle; *col. 4, lines 50-57; Fig. 3, items 48*).

Regarding **claim 18**, Chennakeshu et al. disclose a mobile communication terminal connectable to a car audio device having a speaker and a microphone (A car audio device such as control unit comprising a speaker and a microphone; *col. 4, lines 42-43*), said mobile communication terminal comprising: means for making radio communication with a mobile communication network via a first radio channel (Wherein the mobile communication terminal or base unit comprises a transceiver capable of establishing radio communications with a mobile communication network through a

station located outside of the vehicle; *col. 4, lines 1-3; Fig. 2, item 34; col. 6, lines 7-8; Figs. 5-6, item 103*); means for making radio communication with said car audio device via a second radio channel using transmission power smaller than said first radio channel (Wherein both the base unit and the control unit comprise short range RF transceivers/interface modules for establishing a low-power radio communication link between them; *col. 4, lines 22-23 and 60-64; col. 6, line 66 thru col. 7, line 2; Fig. 2, item 32; Fig. 3, item 54*); means for transferring reception audio data received from said mobile communication network via said first radio channel to said car audio device via said second radio channel, so that the reception audio data is outputted from said speaker of said car audio device (Wherein the control unit or car mounted electronic device comprise a speaker for outputting audio signals received from a remote station outside of the vehicle to the control unit; *col. 4, lines 42-57; Fig. 3, item 50*); means for receiving transmission audio data inputted by said microphone via said second radio channel (Wherein the control unit or car mounted electronic device comprise a microphone for transmitting audio signals to the base unit through a radio communication link established between the two of them; *col. 4, lines 42-57; Fig. 3, item 48*); and means for transmitting the transmission audio data to the mobile communication network via said first radio channel (Wherein the control unit or car mounted electronic device comprise a microphone for transmitting audio signals to the base unit subsequently conveying them to remote station outside of the vehicle through an RF transceiver; *col. 4, lines 42-57; Fig. 2, item 34*).

Regarding **claim 19**, and as applied to claim 18, Chennakeshu et al. disclose the aforementioned mobile communication terminal, wherein said reception audio data is transferred under Bluetooth system (Wherein both the base unit and the control unit comprise transceivers/interface modules for establishing a radio communication link between them, said interface being a Bluetooth interface; *col. 4, lines 40-65; col. 6, lines 18-22*).

7. **Claims 20-21** are rejected under 35 U.S.C. 102(e) as being anticipated by Witkowski et al. (U.S. P.G.-Pub. No. 2002/0197955).

Regarding **claim 20**, Witkowski et al. disclose a mobile communication terminal communicable with a car navigation device having a display (A mobile communication terminal such as a cellular phone, and a car navigation device such as a GPS system device on-board a vehicle, wherein the cellular phone transmits information data over an RF wireless link to the on-board vehicle device, subsequently displaying said information on the vehicle's display; *Pages 7-8, Paragraph 73*), said mobile communication terminal comprising: means for making radio communication with a mobile communication network via a first radio channel (Wherein the cellular phone makes a connection with a mobile communication network such as wireless service organization; *Pages 7-8; Paragraph 73*); means for making radio communication with said car navigation device via a second radio channel (Information such as latitude and longitude is transmitted over a wireless communication link from the GPS system device on-board a vehicle RF transceiver/*item 10b* to the cellular phone RF transceiver/*item 10a*; *Page 7, Paragraph 73; Fig. 10, items 10a and 10b*); and means for transferring reception data received from

said mobile communication network via said first radio channel to said car navigation device via said second radio channel, thereby causing said display of the car navigation device to display the reception data (Wherein the mobile communication network or wireless service organization transmits information data pertaining the vehicle's location to the cellular phone, subsequently the cellular phone conveying said information to the on-board vehicle device over a high speed data link and later displaying said information on the vehicle's display; *Page 7-8, Paragraph 73*).

Regarding **claim 21**, and as applied to claim 20, Witkowski et al. disclose the aforementioned mobile communication terminal according to claim 20, wherein said reception data is transferred under Bluetooth system (*Abstract; Page 3, Paragraphs 35-36*).

Claim Rejections - 35 USC § 103

8. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

9. The factual inquiries set forth in *Graham v. John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103(a) are summarized as follows:

1. Determining the scope and contents of the prior art.

Art Unit: 2686

2. Ascertaining the differences between the prior art and the claims at issue.
3. Resolving the level of ordinary skill in the pertinent art.
4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

10. **Claims 2-3, 9 and 12-13** are rejected under 35 U.S.C. 103(a) as being unpatentable over Chennakeshu et al. (U.S Pat. No. 6,542,758) in view of Levi (U.S Pat. No. 5,678,200).

Regarding **claim 2**, and as applied to claim 1, Chennakeshu et al. disclose the aforementioned mobile communication terminal, further comprising an output control means. Chennakeshu et al. fail to clearly specify the wherein an output control means supply an output operation limiting command to the aforesaid car mounted electronic device.

However in the same field of endeavor, Levi discloses a mobile communication terminal, comprising an output operation control means (A cellular phone activity detector mounted on a vehicle for controlling different accessory devices, said cellular phone activity detector activated via an antenna by transmitted energy from a mobile communication terminal or cellular phone; *col. 1, lines 7-10; col. 2, lines 43-45; col. 3, lines 62-67; col. 4, lines 12-14 and 31-33*) for supplying an output operation limiting command to said car mounted electronic device via said second radio channel, so as to limit an output of information specific to said car mounted electronic device (Wherein the cellular activity detector uses no direct electrical connection to the mobile communication terminal or cellular phone, instead senses RF transmission from the cellular phone, subsequently comprising a processor which outputs a control signal to those accessory devices within the cellular phone audio vicinity, as to limit or

discriminate audio signals originating from said devices; *col. 1, line 61 thru col. 2, line 3; col. 2, lines 51-63*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to have Chennakeshu et al. mobile communication terminal comprising means for establishing communication with a car mounted electronic device to include output audio control activity as taught by Levi. For the purpose of answering a mobile communication terminal and automatically excluding audio activity originating from audio devices attached to a vehicle, except for that originating from the mobile communication terminal, therefore providing safety measures while driving and answering a call.

Regarding **claim 3**, and as applied to claim 2, Chennakeshu et al. in view of Levi disclose the aforementioned mobile communication terminal, so as to display the reception information data. In addition Chennakeshu et al. disclose wherein said output operation control means supplies the output operation command in order to suspends display operation of a second video data specific to said car mounted electronic device if, said information data transfer means transfers said reception information data containing a data to said car mounted electronic device (Wherein the base unit or mobile communication terminal comprises interface elements such as a display for displaying information data, additionally when the mobile communication terminal is placed in car/vehicle, interface elements such as display capability are partially limited, passing control then to the car mounted electronic device, therefore suspending a second display

corresponding to that of the mobile communication terminal and furthermore displaying the information on the car mounted electronic device display; *col. 6, lines 55-65*).

Regarding **claim 9**, and as applied to claim 8, Chennakeshu et al. disclose the aforementioned mobile communication terminal, further output operation control means (Wherein the control unit or car mounted electronic device comprise control logic for handling operations such as audio conversion, wherein said audio conversion comprise elements such as: a microphone for transmitting audio signals to the base unit subsequently conveying them to remote station outside of the vehicle; and a speaker for conveying audio signals received from a remote station outside of the vehicle to the control unit; *col. 4, lines 42-57; Fig. 3, items 48 and 50*), whereby display operation of second data specific to the car mounted electronic device is suspended at said car mounted electronic device (Wherein the base unit or mobile communication terminal comprises interface elements such as a display for displaying information data, additionally when the mobile communication terminal is placed in car/vehicle, interface elements such as display capability are partially limited, passing control then to the car mounted electronic device, therefore suspending a second display corresponding to that of the mobile communication terminal and furthermore displaying the information on the car mounted electronic device display; *col. 6, lines 55-65*). Chennakeshu et al. fail to clearly specify said output operation control means supplying an output operation limiting command to the car mounted electronic device via said second radio channel when information data containing first data is received from said car mounted electronic device.

However in the same field of endeavor, Levi discloses output operation control means for supplying an output limiting command to the car mounted electronic device via said second radio channel, when information data containing first data is received from said car mounted electronic device (Wherein the cellular activity detector uses no direct electrical connection to the mobile communication terminal or cellular phone, instead senses RF transmission from the cellular phone, subsequently comprising a processor which outputs a control signal to those accessory devices within the cellular phone audio vicinity, as to limit or discriminate audio signals originating from said devices; *col. 1, line 61 thru col. 2, line 3; col. 2, lines 51-63*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to have Chennakeshu et al. mobile communication terminal comprising means for establishing communication with a car mounted electronic device to include output audio control activity as taught by Levi. For the purpose of answering a mobile communication terminal and automatically excluding audio activity originating from audio devices attached to a vehicle, except for that originating from the mobile communication terminal, therefore providing safety measures while driving and answering a call.

Regarding **claim 12**, and as applied to claim 11, Chennakeshu et al. in view of Levi disclose the aforementioned car mounted electronic device. In addition Levi discloses the car mounted electronic device, further comprising output operation control means (A cellular phone activity detector mounted on a vehicle for controlling different accessory devices, said cellular phone activity detector activated via an antenna by

transmitted energy from a mobile communication terminal or cellular phone; *col. 1, lines 7-10; col. 2, lines 43-45; col. 3, lines 62-67; col. 4, lines 12-14 and 31-33*) for limiting an output of information specific to the car mounted electronic device at said information output means (Wherein the cellular activity detector uses no direct electrical connection to the mobile communication terminal or cellular phone, instead senses RF transmission from the cellular phone, subsequently comprising a processor which outputs a control signal to those accessory devices within the cellular phone audio vicinity, as to limit or discriminate audio signals originating from said devices; *col. 1, line 61 thru col. 2, line 3; col. 2, lines 51-63*).

Regarding **claim 13**, and as applied to claim 12, Chennakeshu et al. in view of Levi disclose the aforementioned car mounted electronic device. In addition Chennakeshu et al. disclose wherein, when information data containing first data is received from said mobile communication terminal (Wherein the control unit or car mounted electronic device comprise control logic for handling operations such as audio conversion, wherein said audio conversion comprise elements such as: a microphone for transmitting audio signals to the base unit subsequently conveying them to remote station outside of the vehicle; and a speaker for conveying audio signals received from a remote station outside of the vehicle to the control unit; *col. 4, lines 42-57; Fig. 3, items 48 and 50*), said output operation control means controls said information output means so as to suspend display operation of second data specific to the car mounted electronic device (Wherein the base unit or mobile communication terminal comprises interface elements such as a display for displaying information data, additionally when the mobile

communication terminal is placed in car/vehicle, interface elements such as display capability are partially limited, passing control then to the car mounted electronic device, therefore suspending a second display corresponding to that of the mobile communication terminal and furthermore displaying the information on the car mounted electronic device display; *col. 6, lines 55-65*).

11. **Claims 4, 10, and 14** are rejected under 35 U.S.C. 103(a) as being unpatentable over Chennakeshu et al. (U.S Pat. No. U.S Pat. No. 6,542,758) in view of Levi (U.S Pat. No. 5,678,200).

Regarding **claim 4**, and as to claim 2, Chennakeshu et al. in view of Levi disclose the aforementioned mobile communication terminal further comprising an output operation control means for supplying an output operation limiting command to said car mounted electronic device via said second radio channel. Chennakeshu et al. in view of Levi fail to clearly specify the aforementioned mobile so as to display the reception information data, said output operation control means supplies the output operation command in order to reduce a display region where a data specific to said car mounted electronic device is displayed if, said information data transfer means transfers said reception information data containing a data to said car mounted electronic device.

However Chennakeshu et al. suggest the mobile communication terminal or base unit comprising a display (*Fig. 6, item 110*) as to display the reception information data. Chennakeshu et al. also suggest wherein a car mounted electronic device such as a control unit (*Fig. 1, item 40*) store different user preferences for changing the way in

which information data is formatted for display. For example, reducing a display region based on a specific data such as an identification data sent by the mobile communication terminal to the control unit (*col. 8, line 54 thru col. 9, line 7*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to reduce a display region specific to said car mounted device based on the user's preferences for different display formats as suggested by Chennakeshu et al. For the purpose of, allowing the user of a mobile communication terminal to automatically set display preferences without manual intervention as this one enters on a vehicle or within the car mounted device radio communication area.

Regarding **claim 10**, and as applied to claim 8, Chennakeshu et al. in view of Levi disclose the aforementioned mobile communication terminal, further comprising output control means. In addition Levi discloses wherein said output control means supply an output operation limiting command to the car mounted electronic device via said second radio channel, when information data containing first data is received from said car mounted electronic device (Wherein the cellular activity detector uses no direct electrical connection to the mobile communication terminal or cellular phone, instead senses RF transmission from the cellular phone, subsequently comprising a processor which outputs a control signal to those accessory devices within the cellular phone audio vicinity, as to limit or discriminate audio signals originating from said devices; *col. 1, line 61 thru col. 2, line 3; col. 2, lines 51-63*). Chennakeshu et al. in view of Levi fail to clearly specify whereby a region where the second data is displayed at said car mounted electronic device is reduced.

However Chennakeshu et al. suggest wherein a car mounted electronic device such as a control unit (*Fig. 1, item 40*) store different user preferences for changing the way in which information data is formatted for display. For example, reducing a display region based on a specific data such as an identification data sent by the mobile communication terminal to the control unit (*col. 8, line 54 thru col. 9, line 7*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to reduce a display region specific to said car mounted device based on the user's preferences for different display formats as suggested by Chennakeshu et al. For the purpose of, allowing the user of a mobile communication terminal to automatically set display preferences without manual intervention as this one enters on a vehicle or within the car mounted device radio communication area.

Regarding **claim 14**, and as applied to claim 12, Chennakeshu et al. in view of Levi disclose the aforementioned car mounted electronic device, wherein, when information data containing first data is received from said mobile communication terminal. Chennakeshu et al. in view of Levi fail to clearly specify, wherein said output operation control means controls said information outputs means so as to reduce a region where the second data is displayed at output means.

However Chennakeshu et al. suggest wherein a car mounted electronic device such as a control unit (*Fig. 1, item 40*) store different user preferences for changing the way in which information data is formatted for display. For example, reducing a display region based on a specific data such as an identification data sent by the mobile communication terminal to the control unit (*col. 8, line 54 thru col. 9, line 7*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to reduce a display region specific to said car mounted device based on the user's preferences for different display formats as suggested by Chennakeshu et al. For the purpose of, allowing the user of a mobile communication terminal to automatically set display preferences without manual intervention as this one enters on a vehicle or within the car mounted device radio communication area.

12. **Claims 5-6** are rejected under 35 U.S.C. 103(a) as being unpatentable over Chennakeshu et al. (U.S Pat. No. U.S Pat. No. 6,542,758) in view of Witkowski et al. (U.S. P.G.-Pub. No. US 2002/0197955).

Regarding **claim 5**, and as applied to claim 1, Chennakeshu et al. disclose the aforementioned mobile communication terminal. Chennakeshu et al. fail to clearly specify the aforementioned mobile communication terminal, further comprising means for detecting an entrance into a radio communication area communicable with said car mounted electronic device via said second radio channel.

However in the same field of endeavor, Witkowski et al. disclose a mobile communication terminal (mobile electronic device), further comprising means for detecting an entrance into a radio communication area communicable with a fixed located simple base station device via said second radio channel (Detecting presence as one mobile communication terminal approaches a car mounted electronic device communication area, wherein the radio communication area depends upon the car mounted electronic device output transmission range; *Page 2, Paragraph 11; Page 4*,

Paragraph 44); and means for making connection to said car mounted electronic device via a radio link caused by said second radio channel corresponding to the fact that the entry detecting means has detected the entrance into said radio communication area (Entrance detecting means so as when a mobile communication terminal enters into the vicinity or radio communication area of a on-vehicle or car mounted electronic device, its presence will be ascertained based on the car mounted electronic device output transmission range, therefore automatically establishing a wireless data link between both artifacts radio transceivers; Page 1, Paragraph 10; Page 2, Paragraph 11; Page 4, Paragraph 44; Page 9, claim 12); enabling transfer of information data by said information data transfer means (Once the wireless data link is established, said link enables information data transfer means between the mobile communication terminal and the car mounted electronic device; Page 4, Paragraph 45).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to have Chennakeshu et al. mobile communication terminal comprising means for establishing communication with a car mounted electronic device to include means for detecting an entrance as taught by Witkowski et al. For the purpose of, establishing a fast communication path between a mobile communication terminal and a car mounted electronic device in order to switch the mobile communication terminal functionalities to the car mounted electronic device as a user approaches its vehicle.

Regarding **claim 6**, and as applied to claim 1, Chennakeshu et al. in view of Witkowski et al. disclose the aforementioned mobile communication terminal. In addition, Witkowski et al. disclose the aforementioned mobile communication terminal

further comprising means for detecting getting out from a radio communication area communicable with said car mounted electronic device via said second radio channel (Detecting presence as one mobile communication terminal approaches a car mounted electronic device communication area, wherein the radio communication area depends upon the car mounted electronic device output transmission range; *Page 2, Paragraph 11; Page 4, Paragraph 44*); and means for disconnecting said second radio channel if said detecting means detects the terminal gets out from the radio communication area (Entrance detecting means so as when a mobile communication terminal enters into the vicinity or radio communication area of a on-vehicle or car mounted electronic device, its presence will be ascertained based on the car mounted electronic device output transmission range, therefore automatically establishing a wireless data link between both artifacts radio transceivers; *Page 1, Paragraph 10; Page 2, Paragraph 11; Page 4, Paragraph 44; Page 9, claim 12*).

13. **Claim 15** is rejected under 35 U.S.C. 103(a) as being unpatentable over Chennakeshu et al. (U.S Pat. No. 6,542,758) in view of Witkowski et al. (U.S. P.G.-Pub. No. 2002/0197955), further in view of Garnault (U.S. Pat. No. 5,929,769).

Regarding **claim 15**, and as applied to claim 11, Chennakeshu et al. disclose the aforementioned car mounted electronic device comprising authentication means, thereby executing authentication procedures with the mobile communication terminal (Establishing a radio communication link between the mobile communication terminal an

the car mounted electronic device based on the mobile communication terminal identification number; *col. 8, lines 25-35*). Chennakeshu et al. fail to disclose the aforementioned car mounted electronic device, further comprising entry detecting means for detecting that said mobile communication terminal enters a communicable radio communication area; and vehicle operation control means for, in the case where it is determined by said authentication means that the mobile communication terminal is not registered in advance, disabling opening of a vehicle door or engine startup.

However in the same field of endeavor, Witkowski et al. disclose a mobile communication terminal comprising entry detecting means for detecting that said mobile communication terminal enters a communicable radio communication area by a radio channel (Entrance detecting means so as when a mobile communication terminal enters into the vicinity or radio communication area of a on-vehicle or car mounted electronic device, its presence will be ascertained based on the car mounted electronic device output transmission range, therefore automatically establishing a wireless data link between both artifacts radio transceivers; *Page 1, Paragraph 10; Page 2, Paragraph 11; Page 4, Paragraph 44; Page 9, claim 12*) and making connection to said mobile communication terminal via the radio channel (Once the wireless data link is established, said link enables information data transfer means between the mobile communication terminal and the car mounted electronic device; *Page 4, Paragraph 45*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to have Chennakeshu et al. mobile communication terminal comprising means for establishing communication with a car mounted electronic device

to include means for detecting an entrance as taught by Witkowski et al. For the purpose of, establishing a fast communication path between a mobile communication terminal and a car mounted electronic device in order to switch the mobile communication terminal functionalities to the car mounted electronic device as a user approaches its vehicle.

Witkowski et al. fail to clearly specify the car mounted electronic device, further comprising vehicle operation control means for disabling the opening of vehicle door or engine startup based on a determination made by authentication means that the mobile communication terminal is not registered.

However in the same field of endeavor, Garnault disclose vehicle operation control means for, in the case where it is determined by said authentication means that the mobile communication terminal is not registered in advance, disabling opening of a vehicle door or engine startup (Means for detecting a entrance into a vicinity of the car mounted electronic device or control unit/*item 2*, subsequently after detecting entrance into a vicinity, the transponder or mobile communication terminal/*item 4* transmits an identification code to the car mounted electronic device, wherein the car mounted electronic device comprise authentication means for recognizing the identification code send by the mobile communication terminal, and ultimately making a determination for unlocking or opening a vehicle “openable member” such as a vehicle door or engine startup; *col. 1, lines 24- 50; col. 2, lines 37-40 and 53-59; col. 3, lines 28-34; col. 4, lines 30-34 and 55-59; claim 1*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made, to have Chennakeshu et al. in view of Witkowski et al.

system for ascertaining and authenticating presence into the radio communication area between a mobile communication terminal and a car mounted electronic device, to include a system for unlocking or opening a “openable member” of a motor vehicle as taught by Garnault. For the purpose of, opening the trunk of a car or the vehicle door using a mobile communication terminal in case the motor vehicle keys are inside said vehicle, and for providing a commodity when opening a vehicle door as the driver approaches the vehicle vicinity.

14. **Claim 22-23** is rejected under 35 U.S.C. 103(a) as being unpatentable over Witkowski et al. (U.S. P.G.-Pub. No. 2002/0197955) in view of Chennakeshu et al. (U.S Pat. No. U.S Pat. No. 6,542,758).

Regarding **claim 22**, and as applied to claim 20, Witkowski et al. disclose the aforementioned mobile communication terminal. Witkowski et al. fail to clearly specify the mobile communication terminal, further comprising means for, supplying a display limiting command to said car navigation device via second channel, so as to suspend display operation of information specific to said car navigation device when reception video data is transferred to said car navigation device to be displayed on the display.

However in the same field of endeavor Chennakeshu et al. disclose a mobile communication terminal comprising means for, supplying a display limiting command to said car navigation device via said second radio channel, so as to suspend display operation of information specific to said car navigation device when reception video data is transferred to said car navigation device to be displayed on the display (Wherein the

base unit or mobile communication terminal comprises interface elements such as a display for displaying information data, additionally when the mobile communication terminal is placed in car/vehicle, interface elements such as display capability are partially limited, passing control then to the car mounted electronic device, therefore suspending a second display corresponding to that of the mobile communication terminal and furthermore displaying the information on the car mounted electronic device display; *col. 6, lines 55-65*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to have Witkowski et al. mobile communication terminal communicable with a car mounted electronic device to have display limiting control command via a radio communication channel as taught by Chennakeshu et al. For the purpose of interacting with a mobile communication terminal interface without handling directly the mobile communication terminal as the user of the mobile communication terminal is driving.

Regarding **claim 23**, and as applied to claim 20; Witkowski et al. disclose the aforementioned mobile communication terminal. Witkowski et al. fail to clearly specify the aforementioned mobile communication terminal further comprising means for, supplying a display limiting command to said car navigation device via said second radio channel, so as reduce a region where information specific to said car mounted electronic device is displayed, when reception video data is transferred to said car navigation device to be displayed on the display.

However Chennakeshu et al. suggest the mobile communication terminal or base unit comprising a display (*Fig. 6, item 110*) as to display the reception information data. Chennakeshu et al. also suggest wherein a car mounted electronic device such as a control unit (*Fig. 1, item 40*) store different user preferences for changing the way in which information data is formatted for display. For example, reducing a display region based on a specific data such as an identification data sent by the mobile communication terminal to the control unit (*col. 8, line 54 thru col. 9, line 7*).

Therefore it would have been obvious to one with ordinary skill in the art at the time the invention was made to suspend display operation of a second video data or reduce a display region specific to said car mounted device based on the user's preferences for different display formats as suggested by Chennakeshu et al. For the purpose of, allowing the user of a mobile communication terminal to automatically set display preferences without manual intervention as this one enters on a vehicle or within the car mounted device radio communication area.

Conclusion

15. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.
 - a. Kitao et al. (U.S. P.G.-Pub. No. 2002/0032048), On-Vehicle Handsfree System and Mobile Terminal Thereof.
 - b. Takahane et al. (Pat. No. JP 07-240783), Transmission Reception Level Adjusting Device.

c. Takahane et al. (Pat. No. JP 2001-1035447), Incoming call Controller of Radio Communication Terminal Equipment and On-Vehicle Radio Communication System.

d. Takahane et al. (Pat. No. JP 2002-335584), Call Receiving Controller for Wireless Communication Terminal, Controller for Wireless Communication Terminal and In-Vehicle Wireless Communication System.

16. Any response to this Office Action should be **faxed to** (703) 872-9306 or **mailed to**:

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17. Any inquiry concerning this communication on earlier communications from the Examiner should be directed to Ismael Quiñones whose telephone number is (703) 305-8997, and fax number is (703) 746-9818. The Examiner can normally be reached on Monday-Friday from 8:00am to 5:00pm.

18. If attempts to reach the Examiner by telephone are unsuccessful, the Examiner's supervisor, Marsha D. Banks-Harold can be reached on (703) 305-4379, and fax number is (703)

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746-9818. The fax phone number for the organization where this application or proceeding is assigned is (703) 872-9301.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose number is (703) 305-4700 or call customer service at (703) 306-0377.

Ismael Quiñones

I.Q.

February 27, 2004

Marshe D Banks-Harold

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